

BROADWAY/ MANCHESTER TRANSIT ORIENTED DISTRICT PLAN

January 13, 2000

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CHAPTER I. BACKGROUND

A. WHAT IS A TRANSIT ORIENTED NEIGHBORHOOD PLAN

The Broadway/Manchester Neighborhood Plan is a Transit Oriented District (TOD) Plan, an implementation tool new in practice to the City of Los Angeles, but not new in concept. This type of neighborhood/TOD plan has its roots in the Concept Los Angeles plan adopted in the 1960s and more recently in the Land Use / Transportation Policy, adopted by both the City Council and the Los Angeles Metropolitan Transportation Agency (MTA) Board in November, 1993, and finally in the General Plan Framework Element, adopted December 11, 1996 and finally in the goals, objectives and policies of the Transportation Element of the General Plan, approved July 24, 1997 by the City Planning Commission and adopted September 8, 1999 by City Council.

Neighborhood plans are not adopted as part of the City's General Plan, but are more of a tool box of implementation tools - similar to a Specific Plan - which can be used by a community for the purpose of implementing the Community Plans, which are the Land Use element of the general plan. A Neighborhood Plan focuses on the area generally within 1/4 mile of a transit station, with the intent of making the area around the station more conducive to using the transit system, be it the heavy or light rail or rubber wheel type of transit. The area needs to be pedestrian friendly to encourage walking, to reduce automobile trips, to improve air quality, and, in general, to make the transit an asset to the neighborhood.

To the extent that the City has ability to implement the community's vision for the long range future, the Broadway/Manchester Neighborhood Plan was created as a guide to improve the neighborhood environment, by making it a more economically viable, transit friendly and livable community and was developed in concert with: area residents, property owners, and businesses; the Department of City Planning; consultants in the fields of urban design, economics, and parking; public agencies; and elected officials. These groups met in a series of public workshops, economic focus group discussions, bus tours, urban design charrettes, and other public meetings, from September 1997 through April 1998.

The plan covers approximately 200 acres within the City of Los Angeles, and is located approximately five miles south of downtown. The plan area is bounded by 82nd Street on the north, Figueroa Avenue on the west, Main Street on the east, and 89th Street on the south, as shown on "Map 1" which is attached. The plan straddles the South Central and the Southeast Los Angeles Community Plan areas.

The "Specific Plan" component of the neighborhood plan is an Ordinance that will supercede other zoning regulations and will control development as existing uses are replaced. This Specific Plan and the allied economic strategy, and the South Central / Southeast Los Angeles Community Design Overlay District Design Guidelines and Standards will provide a guide for residents, property owners, and businesses to direct public and private neighborhood improvements, resources, and, stimulate the attraction of new uses in the community.

The major development force in the neighborhood is the Broadway Manchester Redevelopment Plan. The Community Redevelopment Agency, (CRA) working through this redevelopment plan, is responsible for the pivotal feature of the Broadway/Manchester Transit Oriented District,

the West Broadway Commercial Center, which is designated "Subarea E" on the plan map, and the West Broadway Entertainment Center which is designated "Subarea D" on the plan map. These two developments, working with the Harbor Freeway Bus Transit Expressway form the heart of the TOD and are planned to function as the economic engine that can revitalize the neighborhood. Their combined developmental critical mass should be powerful enough to stimulate new growth and development independent of governmental programs. The City Council and the Community Redevelopment Board of Commissioners adopted the Broadway/Manchester Redevelopment Plan in December of 1994 (Council File No. 92-0832 S-58 and City Planning Commission case No. CPC 93-0438). The CRA Plan is generally bounded by the Harbor Freeway on the west, 84th Place on the north, Central Ave. on the east, and 102nd street on the south, which contains a larger area east and south of the TOD, but does not extend west of the Harbor Freeway. The Broadway / Manchester area was selected by CRA for redevelopment because of physical and economic damage resulting from the civil unrest beginning April 29, 1992, and a Revitalization Study from April 1993 identified conditions that existed before the unrest that qualified the area for redevelopment. Among these are building deterioration and dilapidation, lack of commercial facilities, incompatible land uses, and poorly maintained or inadequate infrastructure and utilities.

The Broadway/Manchester Redevelopment Plan was prepared with input from the Broadway/Manchester Community Advisory Committee (CAC). The CAC remains in existence to review and advise the Community Redevelopment Agency (CRA) on issues related to implementing or amending the redevelopment Plan.

The CACs objectives for the CRA Plan, including the following:

- Develop a community commercial center to provide needed goods and services in a location convenient to residents;
- Provide a secure environment for residents for shopping and using public community services in the neighborhood;
- Provide additional jobs for neighborhood residents;
- Improve the quality of the housing stock in the neighborhood;
- Increase the quantity of primarily single family housing stock through new infill construction.

Preparation of the Broadway/Manchester Transit Oriented District Plan was funded by the Federal Transit Administration, with monies from the Intermodal Surface Transportation Efficiency Act (ISTEA). ISTEA funds were made available to the Los Angeles Department of City Planning (DCP) through the State Department of Transportation (CALTRANS), and the Los Angeles County Metropolitan Transportation Authority (MTA), and the Southern California Association of Governments (SCAG).

These grants are intended to help ensure increased transit usage, convenience and economic viability for communities located around transit facilities. This neighborhood was chosen to receive funds because of its location at the new Harbor Freeway Bus Transit Expressway.

B. HISTORIC DEVELOPMENT PATTERNS

The Broadway / Manchester neighborhood was originally part of the Antonio Lugo and Juan Dominguez Spanish land grant, located in the middle of a flat, semi-arid coastal plain bounded

recapture the industrial foundations for local employment by re-establishing light commercial manufacturing as a significant, and properly placed, local land use.

Following the events of April 1965 in Watts and surrounding communities, chain stores along the Broadway commercial corridor abandoned their locations. The business community and local economy had never really recovered from this event when the area was again a victim of civil unrest in April 1992. Over 1,100 buildings were burned or damaged, many of these along the Broadway Corridor.

C. IMPLICATIONS OF DEMOGRAPHIC AND ECONOMIC PROFILES

The population in the plan area is projected to grow from 3,000 people in the year 2000, to approximately 3,400 people in the year 2020. This growth requires from 150 to 200 more housing units by 2020. The actual number of units needed will vary based on the number of persons who actually occupy each residential unit.

Children under the age of 19 years should account for approximately 250 of the new population. The number of children aged 1 year to 19 years old in the year 2000 is estimated to be 1,370; in the year 2020, it is estimated there will be about 1,600 school age children. This implies a need for at least five more classrooms than exists today.

Half of all neighborhood children will be under the age of 5 years by 2020, indicating the need for pre-primary childcare programs available for at least 700 children.

Forty percent of the Plan Area families are projected to be earning incomes below poverty level in the year 2020. An estimated 1,190 people will be in the Plan Area labor force in the year 2020, and 13% or 155 of these are estimated to be unemployed if current trends are maintained.

Similarly 30%, or 250 families, out of 660 families in the Plan Area in 2020 are projected to be on some sort of Public Assistance.

Cumulatively, the unmet employment needs in the Plan Area by 2020, are conservatively estimated at 400 new jobs. Assuming additional jobs are necessary to bring the areas household income up to the County median, even more employment is required.

There are currently shortages in public services and facilities in the neighborhood. The two most noticeable shortages are for libraries and open space, both passive and active. The City standard for neighborhood level parks is 2 acres per 1,000 people. That standard applied to the plan area indicates that by 2020 the community can easily justify 6 to 8 acres of new parks. The City Library Department has recommended 10,000 square feet of new library facilities for the neighborhood.

D. SUMMARY

The Broadway / Manchester Transit Oriented District Plan is intended as a tool the community can use to help re-vitalize its neighborhood. It capitalizes on the CRA coordinated development of the Commercial Center, the Entertainment Center and the Harbor Freeway Bus Transit Expressway, using these as the nucleus around which to plan a functional, liveable community

The physical and land use changes in housing, retail, employment, and public amenities proposed in the plan are scaled to address the Southern California Association of Governments projected 2020 population growth, but the plan does not advocate, stimulate or create more population growth. The plan, rather, provides a way for the neighborhood to accommodate it should that growth occur.

The Plan envisions land use changes to enhance commercial activity, help stimulate employment, improve transit access, improve the pedestrian environment, direct construction of public amenities, and increase the compatibility of businesses and residential neighborhoods. The major land use themes recommended in the Plan are: 1.) The designation of an Entertainment and Shopping Center at the intersection of Broadway and Manchester; 2.) The inclusion of Mixed Use development, combining retail and residential uses; 3.) The planning of a business incubator and industrial park on the west side of the freeway; 4.) Planning for locally serving neighborhood retail on the east side of Broadway;

The Neighborhood Plan builds on what are, and have always been, natural advantages of the neighborhood: its central location; its generous investment in transportation infrastructure; a labor force with a strong base of blue collar skills; and local entrepreneurial spirit.

CHAPTER II. BROADWAY/MANCHESTER NEIGHBORHOOD VISION

A. VISION STATEMENT

The citizens of the Broadway/Manchester Neighborhood Plan area can create and maintain a community that manifests the following characteristics: economic vitality; powerful civic culture; diverse population; stable population; youth friendliness; and green space. Achieving these qualities is the highest priority of the Neighborhood Plan.

1. An Economically Vital Neighborhood - Our neighborhood is a good place to own a business, find a job, and shop for daily necessities. The area has the retail services and job opportunities we need to assure that our families earn decent wages and have access to family supporting employment.
2. A Powerful Civic Culture - Our neighborhood is already well known for its civic culture, including religious institutions, civil rights advocates and social support organizations. The area will continue to make cultivating community-building values an integral part of our civic life.
3. A Diverse Neighborhood - Our neighborhood is a place where people of many different ages, incomes, family formation types, and cultural perspectives live, work and shop in harmony. This neighborhood supports cultural differences between neighbors as a community asset to be celebrated.
4. A Stable Community - Our neighborhood is place that we can invest in and stay in from childhood, through family formation, to retirement. The area supports homeownership as a community stabilizing element, and promotes development of family friendly, affordable homes. The area supports efforts to rehabilitate and maintain the existing housing stock.
5. A Youth Friendly Neighborhood - Our neighborhood supports its youth. The community

by the San Gabriel, Verdugo and Santa Monica Mountains on the north and east, and by the Pacific Ocean on the south and west. The general area was used exclusively for grazing and agriculture until the late 19th century. It was highly regarded for its production of fruits and vegetables. Ironically today it has a dearth of green space.

A prominent feature of this neighborhood is its central location within the Los Angeles Basin. The Broadway/Manchester neighborhood is close to downtown Los Angeles, the International Airport, the Los Angeles and Long Beach Harbors, the Harbor Freeway and Transit Way, the Century Freeway, the Greenline, and surrounding inland and beach cities. This central location is an economic benefit the community can leverage to its advantage through careful land use and transportation access planning.

Manchester Avenue (State Route 42) was built in the 1920s as a commercial thoroughfare to connect the south bay cities with the inland cities. It remains a commercial corridor today, heavily used by commuters, public transit vehicles, and commercial vehicles. Within the Broadway/Manchester neighborhood, the land uses along Manchester are dominated by auto-related uses and retail strip commercial. Broadway Boulevard was also built in the 20's as a north/south connection between the harbor and downtown. It, too, is a commercial corridor characterized by strip commercial and other retail uses, and is one of the most heavily traveled bus corridors in Los Angeles.

Subdivision of land for homes and small businesses began in the 1880's, and was completed by the 1910's. The general pattern of this early effort remains today in the long, narrow parcels laid out in a traditional grid. The livable neighborhood pattern of the community is supported by the pedestrian friendly street grid and close association of homes to shops and jobs. The challenge is to recover and enhance the older land use patterns. Commercial uses are still distributed along major streets via the "storefront" patterns that were characteristic of urban corridors prior to the emergence of regional shopping centers and mini-malls. Residential blocks continue to be fairly low density bordered by commercial uses. Housing is a combination of single-family homes, duplexes and small apartment buildings of varying styles and forms.

This community has a long history of fighting discrimination and exclusionary practices. The first African Americans and Chinese immigrants arrived in the area following the railroads. The time period between 1900 and 1929 was known as the "Golden Era of Blacks in Los Angeles," as stated by author Cynthia Hamilton. This era ended when the Better Business Association and the White Home Ownership Protection Association acted in concert to segregate Blacks from the area.

In spite of such actions, the 1940's and 1950's produced a growth in Black American family-owned businesses ranging from Mom and Pop stores to banks and insurance companies. However, post-war competition from larger corporations, and the growth of suburban markets, forced many of these urban neighborhood businesses to close.

The original industrial base for Los Angeles was established in the South Central community, including the Broadway/Manchester Neighborhood, prior to World War II. Following the end of the war, this blue collar job base, like the retail and office businesses, was vastly reduced as companies moved to the suburbs. Part of the economic strategy of this Neighborhood Plan is to

purposely seeks to reduce the vulnerability of young people in our urban setting. We are committed to locating child care, pre-school programs, after school programs, and job training programs in our neighborhood. We work to encourage high levels of college attendance and attainment of college degrees for our young adults.

6. A Green Neighborhood - Our neighborhood has a clean, comfortable, safe, graffiti-free and beautiful public realm. We have ample open and green space in which to socialize, convene civic gatherings, and recreate. We are identified by our "city garden" or "urban forest" because we plant and maintain trees on private property, along our residential streets, and along our boulevards.

B. PUBLIC POLICY GOALS

The characteristics described in the Vision Statement require a commitment to the following public policy strategy or framework. Expenditure of funds in the public and private sectors need to support these priorities. Programs and infrastructure investments must be consistent with these goals. A neighborhood where:

1. Public services, housing, employment and commercial needs keep pace with the anticipated 2020 population growth.
2. Compatible uses are brought together in an Activity Center that reinforces the community's sense of place, and local identity.
3. The neighborhood economy provides more jobs, thereby improving local employment rates and allowing more residents to walk or use transit to work.
4. There is a clean, safe, comfortable and walkable public realm which supports a vital street life.
5. Family sized, affordable housing units are available for home ownership.
6. Residents and businesses support neighborhood youth by providing childcare, pre-school programs, after school programs, and job training programs.
7. Adequate public open space and green space is available in which to convene civic gatherings and recreate.
8. The opportunity to use transit is facilitated so that the local population enjoys increased access to local and regional destinations, and vice versa.

C. OBJECTIVES FOR THE LAND USE PLAN

While Policy Goals are general statements which describe the desired end state and give program direction and priorities, Objectives are quantified expressions of these policy goals. Objectives include some measurement that helps to scale, size and generally describe more precisely what the Vision and Policies seek to achieve. The following are objectives for the land use in the neighborhood that will be required to meet the community's Vision and achieve the Policy Goals:

1. Identify locations for, and endorse policies to accommodate, approximately 130 to 200 more housing units for the projected additional 400 neighborhood residents. This figure assumes between 2 and 3 persons per household (the City average is 2.83 persons per household). Most of the new housing units should be constructed specifically with the intention of providing home ownership opportunities within the area.
2. Designate the location for an Activity Center with the potential for approximately 400,000 square feet of additional commercial uses, including an entertainment complex, and a private recreational facility such as a roller rink or bowling alley.
3. Designate locations with the potential for provision of 200,000 to 400,000 square feet of additional light manufacturing uses.
4. Create at least 400 additional job opportunities for local residents.
5. Designate potential areas where a library of up to 10,000 square feet might be located within the neighborhood plan area, and up to 7 acres of neighborhood parks, and a lighted sports field might also be located.
6. Incorporate green spaces in the public right-of way by planting trees and other appropriate landscaping materials

CHAPTER III. THE NEIGHBORHOOD PLAN

A. PLAN DEVELOPMENT

The Broadway/Manchester Transit Oriented District Plan combines the Vision, Policy Goals and Numerical Objectives with the specific constraints and real-life physical conditions of the community. The plan is an approach to meet the goals of the community.

This plan was developed in partnership with the community following development of two alternative approaches and represents the view of the residents, or at least the consensus of the people who attended the various public events held over the eight month course of developing the Plan.

The plan also incorporates the basic operating concept that shopping malls are built upon: that one or a multiple of "anchor" uses act as attractors and their "walk by" business reinforces the customer base of more specialized type businesses nearby. The reason malls attracted business from "Main Streets" was the convenient parking and the shopping dynamic of the anchor uses supporting the uses with a smaller intrinsic customer draw. Conceptually, shopping malls are enclosed main streets with more convenient parking. The planned new retail and entertainment activity center complexes with their public parking lot resources and attractor power can form the catalyst to invigorate the area and support a more complete spectrum of business and service uses. With the Harbor Freeway Bus Transit Expressway as an added attractor, there is potential to create the synergy to rejuvenate Broadway / Manchester's downtown.

A difference found in this TOD plan which deviates from usual planning efforts is the inclusion of a package of "incentives" to attract development. The incentives take the form of bonuses

Subarea is characterized by neighborhood retail, office and service uses with the inclusion of Mixed Use development. Additionally, the plan encourages the phasing out of auto related and recycling uses over time as existing commercial usage changes. The reason this area is planned for neighborhood type commercial uses and mixed use is to complement the planned commercial center and entertainment center to the east and to afford small scale commercial spaces for start up businesses, or retail uses not requiring large amounts of square footage. Together with Subareas F and A2, these subareas form the natural consumer markets for neighborhood serving retail. The depth of the commercial zoning in these sections of the community is not proposed for increase since these commercial uses are intended to remain smaller scale, and neighborhood serving.

The incentive for Subarea A is the Mixed Use incentive package.

Subarea B - East Figueroa Commercial Manufacturing and Incubator Business Center

The planning for this subarea is characterized by the encouraged phasing out of the existing mixed residential and commercial land uses over time, with commercial and manufacturing land uses which are more appropriate for location between a major street and a freeway where noise, reduced air quality and other adverse environmental factors make residential use less desirable. By designating the subarea between the Harbor Freeway and Figueroa Street a Business Incubator Industrial Area, or business park, the planned light manufacturing land use replaces the residential and local commercial uses that are now there. The plan intends the new land use to revitalize the aging residential uses with a job and income producing activity area that is more appropriate for this location.

This type of light manufacturing use is well accommodated to this location because the site is in close proximity to the transit system and a large labor pool. The freeway is particularly important because it connects the Long Beach and San Pedro Harbor with downtown Los Angeles, creating a strong link between a major supplier of materials and a major market for finished goods. Additionally, the light industrial uses, placed next to the freeway, help buffer the residential areas. A significant expansion of local employment opportunity which could amount to as many as 300 jobs, is lost if this section of the neighborhood does not evolve toward an industrial / commercial use. Bringing more light industrial uses to the neighborhood broadens the range of employment available, and industrial employment generally pays higher, family-supporting wages than retail commercial employment. This land use takes advantage of the blue collar work force which comprises almost 40% of employed residents in the neighborhood.

The incentive for Subarea B is the ability for property owners in this subarea to file for a zone change to a Commercial Manufacturing zone and which is likely to be granted the change subject to reasonable conditions because the request will now be in conformance with the TOD plan and the Community Plan.

Subarea C - Broadway/Grand Low Medium Residential Transitional Area

The planning for this subarea is characterized by residential development with commercial uses on Broadway. The subarea's location near the freeway makes it an area that would be appropriate for future change. Meanwhile, the Low Medium density residential plan designation serves as an appropriate holding use. The City should institute a study of this subarea for potential future

which allow a developer to exceed the requirements of the same zoning in other parts of the City, which loosen regulations, or which allow a greater range of uses than the zone would normally permit. Each Subarea of the Broadway / Manchester Transit Oriented District plan has its own combination of these incentives as appropriate to the individual Subarea. These “incentives” are built into the plan in an effort to attract development and reward it if it is in compliance with the plan.

Changes to neighborhoods occur gradually, and the plan is designed to help improve businesses, buildings and places that already exist through making development easier and more attractive in these locations. Some of the plan features are built around projects now in planning stages and preliminarily funded.

The Neighborhood Plan is divided into thirteen Subareas, as shown on Map No. 2. The Subareas and their attendant incentives are described below:

B. INCENTIVES

Transitional Height This incentive refers to Section 12.21.1 A 10 of the Zone Code which requires a height step back from single family residential zones varying between 25, 33 and 61 feet depending on the distance of the development from a single family residential zone. The incentive is that a developer is relieved of these height restrictions.

Mixed Use The Mixed Use Incentives package refers to the regulations which allow incentives when a project combines one or more commercial uses and multiple dwellings in a single building or a unified development rather than a purely commercial project, as described in Section 13.09 of the Zone Code. The incentives include height bonus of 10 feet for facade treatments, a Floor area ratio bonus from 1.5:1 to 3.0:1 FAR for mixed use developments, parking reductions to 2 spaces per 1000 square feet of development from 4 spaces per 1000 square feet of development if within 1500 feet of the Harbor Freeway Bus Transit Expressway and pedestrian amenities and community facilities not being counted as floor area for building purposes.

Adaptive Re-Use This incentive refers to the regulations as stated in Section 12.22 A 26 of the Zone Code which are designed to relieve developers of the requirement to bring an older building up to current height, floor area, use, parking, loading space and Site Plan Review requirements.

Commercial Corner Review/ Mini Mall This incentive refers to the requirements found in Section 12.22 A 23 and 12.24 C 56 of the Zone Code which set specific standards and requirements for commercial corner developments. The incentive is that the developer is relieved of these requirements if they comply with the standards found in the “South Central / Southeast Los Angeles Community Design Overlay District Design Guidelines and Standards” which are attached as an appendix to this plan

C. PLAN SUBAREAS

Subarea A - West Figueroa Neighborhood Commercial and Mixed Use The planning for this

development as a park to address the open space deficit in the area.

There are no specific incentives for this subarea.

Subarea D - West Broadway Entertainment Center

The planning for this subarea revolves around a proposed Entertainment Center containing a Cineplex, Bowling Alley, and an Ice Skating Rink which is currently being negotiated through the Community Redevelopment Agency and a designated developer. This subarea is planned as the complimentary commercial anchor to the community shopping center south of Manchester Avenue. Together Subareas D and E form the major activity center for the neighborhood plan. The activity center is planned to address the economic vitality portion of the community vision. The activity center is projected to employ over 200 people when it is fully functional. The activity center also adds to the neighborhood's sense of place by providing a natural gathering spot and a landmark. The activity center should create a pedestrian friendly facade on both Broadway and Manchester, thereby facilitating the walk to and from the transit station, and blocks the freeways visual dominance of the area.

The incentives for Subarea D are, relief from the requirement of filing a Conditional Use case for a Mini Mall or Commercial Corner Review development proposal provided the development standards of the South Central / Southeast Los Angeles Community Design Overlay District Design Guidelines and Standards are met, a Floor Area Ratio (FAR) increase from 1.5 / 1, to 3 / 1, and a height increase from three stories or 45 feet to six stories or 75 feet.

Subarea E - West Broadway Commercial Center

The planning for this subarea is characterized by preservation of the historic "Legal Aid Building," and development with a grocery store, drug store and auxiliary retail uses. This development is part of a Community Redevelopment Agency project in coordination with a private developer. The subarea is planned as the complimentary commercial anchor to the entertainment complex north of Manchester Avenue. Together, the commercial center and the entertainment center are intended to function as the economic engine and ridership attractor for the Neighborhood Plan.

The incentives for Subarea E are, relief from the requirement of filing a Conditional Use case for a Mini Mall or Commercial Corner Review development proposal, a Floor Area Ratio (FAR) increase from 1.5 / 1, to 3 / 1, and a height increase to six stories or 75 feet.

Subarea F - Broadway Neighborhood Retail/Office

The planning for subarea is characterized by development with smaller scale neighborhood serving retail uses to complement the more intense uses across Broadway. Together with Subareas A1 and A2, these areas form the natural consumer markets for neighborhood serving retail. The depth of the commercial zoning in these sections of the community are not proposed for increase since these commercial uses are intended to remain smaller scale, and neighborhood serving.

Generally, the plan proposes the east side of Broadway for refurbishment of existing commercial uses. As part of the local economic strategy, this street could accommodate local entrepreneurs

by providing smaller and more affordable commercial space. Lower parking standards are planned east of Broadway to support these smaller commercial uses, since these shops will immediately abut residential blocks, and be accessible by pedestrians.

The incentives for Subarea F are, relief from the requirement of filing a Conditional Use case for a Mini Mall or Commercial Corner Review development proposal, and the Adaptive Re-Use incentive package.

Subarea G - Public Facilities-Library/Park

This subarea is currently developed with a City owned parking lot. The plan recognizes a potential for this site to transition to a more appropriate public use, and proposes that the City study the feasibility of developing this site with a library and/or public park to address the open space and public service deficit in the neighborhood.

The incentive for Subarea G is relief from the requirement to file a Conditional Use request per Section 12.24 B 8 to permit a Library or Park.

Subarea H - Medium Density Residential

The planning for this subarea is characterized by Medium Density Housing development which generally corresponds to R3 zoning density and is intended to serve as a transition between the commercial uses on Broadway and the lower density residential uses to the east.

The incentive for Subarea H is that properties zoned for a more restrictive multiple zone may apply for a zone change to R3 and be in conformance with the TOD plan, but there is a maximum developed lot size of two lots or 10,000 square feet to preserve neighborhood scale.

Subarea I - Low/Medium Density Residential

The planning for this subarea is characterized by Low Medium density residential development which is designed to preserve the character and density of the existing neighborhood, but to still allow single family developments to add a second unit if the lot is large enough. The plan does not allow combination of more than two lots in a single new development in order to preserve the scale of the area.

There are no specific incentives for Subarea I.

Subarea J - Town Home/Office Mixed Use

The planning for this Subarea is characterized by neighborhood retail, office and service uses with the inclusion of Mixed Use development. The Mixed Use designation allows development of a second story utilizing residential or office uses to support the major commercial development in subareas D and E, and to supply residential support to provide ridership for the Harbor Freeway Bus Transit Expressway.

The incentive for Subarea J is the Mixed Use incentive package.

Subarea K - Manchester Greenway

This subarea designates the urban design improvements of street trees, stamped patterned crosswalks, bus shelters and decorative banners being implemented through grant funds

Subarea L - Freeway Arcade

This subarea designates the "Freeway Arcade" design feature consisting of an arcade to create a sense of pedestrian owned space in a highly automobile dominated environment and to facilitate pedestrian security and create a visual path to the Harbor Freeway Bus Transit Expressway.

Subarea M - Main Street Neighborhood Commercial and Mixed Use

The planning for this subarea is characterized by neighborhood retail, office, service, and residential uses. This mixed use pattern can be developed as residential and commercial or office uses located side by side or in a pattern incorporating ground floor commercial uses with the residential or office uses located above. Additionally, the plan encourages the phasing out of auto related and recycling uses in this subarea over time as existing uses are redeveloped. The mixed use designation of this subarea is planned to allow retention of the smaller neighborhood commercial uses, to support the planned commercial center and entertainment center to the west, and to provide residential development to increase ridership at the Harbor Freeway Bus Transit Expressway.

The incentives for Subarea M are, relief from the Transitional Height requirements, relief from the requirement of filing a Conditional Use case for a Mini Mall or Commercial Corner Review development, and the Mixed Use incentive package.

CHAPTER IV. URBAN DESIGN

Good urban design, aside from creating beautiful public spaces, influences real estate investment decisions. "Non-asset-specific" factors, such as streetscape and local character, in part determine the long-term value of real estate, and can have a strong impact on how property performs in its prescribed functions. A well designed street not only looks better, but is easier to use by the pedestrian, resident, customer and business owner.

The South Central and Southeast Los Angeles Community Design Overlay District Guidelines and Standards approved by the Los Angeles City Planning Commission April 9, 1998 and as amended by City Council are adopted by this Plan as its urban design component. The design overlay guidelines address new construction of commercial, industrial and multiple residential projects, and do not apply retroactively to existing structures.

Project review and approval for conformance with these guidelines shall be done by the Community Planner for the South Central or Southeast Community Plan area as applicable.

The Guidelines identify a Pedestrian Overlay District encompassing approximately the north and south street frontages of Manchester Boulevard from the Harbor Freeway east to beyond the neighborhood plan boundary and the West Broadway Commercial Center and the Entertainment Complex identified on the map as Subareas D and E. The actual Pedestrian Oriented District will be enacted at a later date as a separate product and as such is not adopted at the date of this plan.

CHAPTER V. BROADWAY/MANCHESTER ECONOMIC STRATEGY

A. BACKGROUND

The Broadway/Manchester Economic Strategy is designed to implement the goals and objectives of the Neighborhood Vision which was voiced by the community. This Strategy, however, is not meant to be a complete, or multi-dimensional program for all local economic growth. It is proposed as the land use contribution to the bigger economic picture, and to address the Economic Vitality statement in the community Vision. It is one way to find sufficient land for meaningful employment in those industry categories most likely to pay a family-supporting wage, and fit the skill profile of the current residents. This strategy is not presented as a City funded guide to improvements. It is rather, a guide that the community may use as its strategy to address improving its economic functioning and to better target the actions necessary to help turn the area around economically

B. APPROACH

The Economic Strategy treats this neighborhood primarily as a labor market, and secondarily as a real estate or services market. This strategy commits to economically revitalize the people in the neighborhood, as well as the place. The key is to understand the requirements and possibilities of workers and the strategies required to link them to both neighborhood and non-neighborhood or regional economic opportunities.

The Strategy also acknowledges the neighborhood's responsibility to position itself in such a way as to take advantage of favorable conditions by becoming hospitable to new industry and services, and to make fuller use of all local human and physical resources, including the new Harbor Freeway Transit Station. Land use patterns and plans are some of the determinants of positive economic conditions for employers who offer the best jobs for local residents.

The terms "revitalization" or "economic redevelopment" refer, in this document, to upgrading household incomes and local quality of life by: regaining a favorable climate for jobs and investment; making the neighborhood desirable and competitive as a place to live; and making the neighborhood a part of the mainstream regional economy. This means a restoration of the ordinary mechanisms of the market place and becoming a place where people with choices will want to remain or locate.

C. TACTICS

A genuine competitive business advantage of the Broadway/Manchester Neighborhood comes from its strategic location within the city and region, its rich transportation networks, the untapped local demand for retail goods and services, and the underused human potential of its labor force. An effective approach to economic development in this community, therefore involves identifying and then luring businesses that have a natural financial advantage for locating in the Broadway/Manchester neighborhood.

The Economic Development Strategy has three tactics:

1. **Attract Location Sensitive Industries.** Broadway/Manchester offers an edge to businesses that need proximity to downtown, transportation infrastructure, and a rich mix of other firms. Examples of location-sensitive industries are: remanufacturing, value-added business services, food processing, printing, rapid-response warehouse and distribution, light manufacturing, and niche industries.

2. Create Industry Complexes. An effective economic strategy will focus on creating a geographic concentration of related businesses, as opposed to recruiting a series of isolated companies. When a cluster or complex of firms is established, financing of capital, employee training and human resource management also become more efficient and effective. A Business Assistance Center, Childcare and Training Sites located within an industry cluster is an important component of this part of the economic strategy for this neighborhood.

3. Tap into the local unmet consumer demand. Nationally there is a re-emerging focus on inner-city retailing. The consumer market of Broadway/Manchester Neighborhood residents represents the most immediate opportunity for locally-based entrepreneurs, businesses and employment. High population density means a large local market with substantial buying power, despite lower than average incomes. And among poorer families, virtually all income is spent on consumption. Suburban markets are increasingly saturated, while central city areas are looking more attractive as a substantial aggregate untapped market, poorly served and with few competitors.

An example of a local success at central city marketing is the Magic Johnson Movie Theaters, ranked in the top five theaters among 21,800 surveyed nation wide. (Kenneth B. Noble, "Magic Johnson Finding Success in a New Forum", The New York Times, January 8, 1996.

D. LAND USE IMPLICATIONS

This Neighborhood Plan supports local economic revitalization by establishing matching land use policies that encourage and reward the assembly of land, make sure sufficient amounts of the required zoning are available, properly regulate site conditions attractive to desired industries, and strategically position supporting land uses (like child care, homes, stores, transit etc.)

Therefore, in order to promote the Economic Strategy described above, the land use portion of the Neighborhood Plan does the following:

1. Proposes an Activity Center (Shopping Courtyard)- increase commercial uses that serve the resident and transit user needs, by up to 400,000 square feet, primarily in a Community Commercial Center, and along major corridors to add 200 or more retail/marketing jobs;
2. Proposes an Industrial Park-create a business incubator and industrial park (200,000-300,000 square feet) to add 200 or more operative jobs and entrepreneurial opportunities in the immediate community;
3. Encourages a mix of neighborhood business (urban village) that serve the variety of people who are close enough to use them regularly and
4. Proposes Adequate Public and Private Services-provide appropriately zoned locations on which to place sufficient childcare, housing and other community necessities for employees within a reasonable travel radius of employment sites.

CHAPTER VI. PUBLIC AMENITIES, SERVICE AND INFRASTRUCTURE

A. PUBLIC SAFETY

Public safety for the Broadway/Manchester neighborhood was identified as a major concern by participants at the community meetings during the development of the Neighborhood Plan. The Plan has no intrinsic legal authority to directly address the issue of public safety, but the plan makes recommendations for actions that can help address the concern. The main thrust of a

successful crime prevention program is networking among the people of the community and requesting higher levels of surveillance of the Police Department. The following actions can assist in improving public safety in the neighborhood:

1. Study the potential for a police satellite station within the Shopping Courtyard;
2. Involve the Police Department in review of new development in the Specific Plan to encourage the use of the defensible space concept;
3. Request improved street lighting in the neighborhood.
4. Encourage "eyes on the street" by providing public places that allow residents and business owners to own the public and semi-public spaces and adopt the role of defending them.

B. OPEN SPACE

There are no existing parks in the specific plan area. Any increase in local population will result in additional shortage of open space. Therefore, the specific plan proposes that a study be made of converting a the current City-owned parking lot, located just south of Manchester, on the east side of Broadway to a public park and library.

C. UTILITIES AND INFRASTRUCTURE

This section contains information on water, solid waste, drainage, schools, fire safety, and energy. The maximum anticipated growth in the Specific Plan area projects a need for 200 additional residential units and up to 700,000 square feet of non-residential development. This potential new development is consistent with growth identified in the General Plan Framework Element, and the projection of SCAG's population estimates for Broadway/Manchester.

1. Water

Water is supplied to the area by the Los Angeles Department of Water and Power. Sufficient capacity exists in the current system to accommodate the demand created by current usage and the new development anticipated by the specific plan.

2. Sewers and Solid Waste

The City's Solid Waste Integrated Management Plan is consistent with the Los Angeles County Solid Waste Management Plan, which is in accordance with AB 939. To minimize the generation of solid waste from future development projects (above 40,000 square foot building threshold) within the specific plan area, the plan proposes that developers prepare a plan incorporating on-site recycling/conservation. Such a plan would include contracting with solid waste removal firms which recycle all glass, aluminum and paper products; providing space in the project to allow source separation bins; employee recycling program; and purchasing of glass and aluminum recycling machines for prominent placement on site.

Sewer related service impacts can be mitigated by installation of water saving devices such as low-flow fixtures (Water Conservation Ordinances Nos. 165,003; and 166,808). Completion of the upgrading of the Hyperion System and expansion of the Tillman Water Reclamation Plant, addresses the long term cumulative impacts of any land use changes the specific plan proposes.

3. Drainage/Hydrology

The hydrological characteristics of the watershed has been dramatically changed by the process of urbanization. The entire area is highly urbanized and covered with impervious surfaces. Nevertheless, no part of the plan area is in the 100-year or 500-year Federal Flood Insurance Rate Maps.

Anticipated growth will not have a significant effect on drainage because the plan permits a limited amount of growth and requires more landscaping and planted open space with new development. This results in less hard surface area than currently exists, thereby allowing more water to be absorbed before it becomes run-off.

Additionally, City development standards require site drainage review that will require individual structures to have their building pad elevation located above the flood plain. Standard National Pollution Discharge Elimination System (NPDES) permit CA0061654 requirements for construction drainage are being implemented

4. Schools

The Los Angeles Unified School District (LAUSD) is the public school system that provides educational service to the plan area for kindergarten through twelfth grade. There are seven elementary schools, three intermediate and two high schools that serve the area: Figueroa Elementary; Manchester Elementary; 97th Street Elementary; 93rd Street Elementary; 107th Street Elementary; Russell Elementary; South Park Elementary; Bethune Middle School; Drew Middle School; Gompers Middle School, Fremont Sr. High School; and Locke Sr. High School.

The closest schools to the Plan area are the South Park Elementary, Gompers Middle School, and Locke Sr. High School. The current design capacities of these schools provide adequate capacity to accommodate additional school children.

According to plan estimates, based on current family size, 200 additional residential units will be generated by the year 2020, which would result in 250 more school age children. The addition of these students to LAUSD is addressed in the Citywide General Plan Framework Element, and is not anticipated to have a significant impact on the district. Each development project will be evaluated and at the time of review, impacts will be required to be mitigated.

School development fees paid by developers within the specific plan area will help fund new or temporary school facilities. The District is responsible for applying for State construction funds to construct new permanent or temporary facilities in response to projected growth in enrollment.

5. Fire Safety

Fire protection to the Broadway/Manchester Neighborhood Area is provided by the City of Los Angeles Fire Department by two fire stations: Fire Station No. 57, a single engine company, with a paramedic ambulance, staff of 8, located at 7800 South Vermont Avenue; and Fire Station No. 64, a task force station with truck and engine, paramedic ambulance and EMT ambulance, staff of 14, located at 118 West 108th Street. The Specific plan anticipates that these stations will continue at their current locations.

The following mitigation measures can help increase fire protection levels and maintain adequate service;

- All new development should comply with applicable federal, state, and local requirements regarding fire protection, including the guidelines found in the Safety Element of the General Plan of Los Angeles (CPD 19708).
- All new development should provide adequate access for Fire Department equipment and personnel to all structures within 150 feet of all portions of buildings.

- All new buildings should provide adequate off-site and onsite fire hydrants. The exact number and location of the hydrants will be determined after LAFD (Hydrant Unit) review of plot plans. Developers should pay for any hydrant installations required by the Fire Department.
- Developers should fund water main improvements to bring fire flow to the required rate in gallons per minute.
- Developers should submit plot plans that show the access road and the turning area for Fire Department approval.
- Fire lane width needs to be at least 20 feet. When a fire lane must accommodate the operation of an aerial ladder apparatus or where fire hydrants are installed, those portions should not be less than 28 feet in width.

6. Police

The specific plan area is located within the Los Angeles Police Department South Bureau. The two police stations that serve Broadway/Manchester are the 77th Street Station located at 235 West 77th Street, and the 108th Street Station located at 145 West 108th Street.

The area suffers from an excessively high crime rate in comparison to citywide data. This is reflected in the presence of property protection measures (window bars and barbed wire fences) on approximately 80% of the properties. Any new development can have a cumulatively negative effect on police service unless mitigated.

This plan addresses crime mitigation by proposing a satellite police station within the shopping courtyard, as well as additional precautions suggested for individual developers. To reduce the need for more officers, the additional following mitigation measures are suggested for future development. Developers should prepare, in consultation with LAPD's Crime Prevention Unit, a security plan incorporating:

- Entryways, elevators, lobbies and parking areas designed with good illumination and minimum dead space to eliminate areas of concealment.
- Solid core doors with deadbolt locks installed on all offices and shops.
- Accessibility for emergency service personnel and vehicles designed into every project.
- All new developers should consult with LAPD's Crime Prevention Unit concerning crime prevention features appropriate to the particular design of the project, and provide the police division commanding officer with a detailed diagram of the project, which will include access routes, unit numbers, and any information that would facilitate police response.
- All commercial and industrial buildings should be equipped with robbery/burglar alarms monitored by a central receiving station.
- Parking areas should be open to public view.
- Video cameras and security guards should be used to patrol parking areas of the larger projects.
- Security lighting should be full cutoff fixtures which minimize glare from the light source and provide light downward and inward to structures.
- Private security guards and video surveillance employed to provide additional security for larger developments.
- Employee parking areas should be controlled with an electronic card-key gate in

conjunction with a closed-circuit television system.

7. Hazardous Materials

Potential environmental hazard sites are typically industrial or commercial properties which handle or generate hazardous materials, including gas stations with under ground storage tanks. In general, industrial properties are concentrated just outside the plan area, south of Manchester Avenue, and east of San Pedro Street.

Hazardous materials and safety impacts at certain locations within the specific plan area are potentially significant. The plan proposes multifamily residential land uses along Manchester on the property currently being used for commercial/retail land uses. The community needs to be aware that there are potential risks where new development takes place on the site of former gas station, auto repair or manufacturing sites, as the possibility of ground contamination from petrochemicals or manufacturing process chemicals is present. If all measures required by local, state or federal codes, ordinances or regulations are implemented, impacts from these sites can be mitigated to a less-than-significant level.

The following additional measures should be implemented as appropriate on site specific developments:

- Site specific environmental assessments should be required for proposed new development within any of the "at risk" sites identified above. Detailed screening should be considered on a project-by project basis for all other development to identify sites requiring site specific environmental assessments.
- For individual development projects, the project sponsor should develop a source control program for facilities handling hazardous materials designed to prevent or minimize release of hazardous materials into the environment. This program could include engineering modifications, inspection, operation, and maintenance programs as appropriate.
- Prior to development of individual projects, contaminated soils and ground water should be remediated. Non-contaminated soil should be relocated on-site to allow adequate access to the contaminated soils, and provide a safe working environment within the excavation pit.

8. Earth/Geotechnical

The entire Southern California region is considered a seismically active area. Within the plan area, the Newport-Inglewood fault zone is potentially capable of producing the most intense ground shaking. The Newport-Inglewood fault system has been associated with several historical earthquakes, and is considered the most seismically active structure in the Los Angeles Basin.

According to the Safety Element of the Los Angeles County General Plan, the plan area is located in an area designated as liquefiable. Liquefaction occurs in earthquake-prone areas underlain by alluvium where the ground water table is less than 50 feet below the surface. However, based on data obtained from wells in the area, the depth to groundwater in this particular area is between 95 and 175 feet below present grade. Therefore, the potential for liquefaction is considered low.

While new development could potentially expose additional people and structures to ground

shaking in the event of an earthquake, no unusual risk is posed by development in the plan area. Furthermore, new development in the specific plan area may benefit the community by removing some older unreinforced structures and replacing them with new or remodeled buildings using state-of-the-art construction techniques. The Uniform Building Code requirements regarding seismic design considerations for all new structures provides an adequate level of safety.

In addition to currently required measures by local, state or federal codes, ordinances or regulations, the following additional measures should be applied within the neighborhood plan:

- new gas lines should be equipped with automatic shut-off valves that would be activated in the event of a major earthquake.
- New development should incorporate measures to reduce the possibility of pipe ruptures during earthquakes.
- Prior to issuance of entitlement to construct large scale projects, the City should require investigation of the site to indicate the potential for liquefaction.
- Any loose, surficial, liquefaction-prone sediment occurring in development areas should be compacted to City standards.

9. Energy

The topics of concern in this section are anticipated future energy requirements within the plan area, including electricity, natural gas, and gasoline consumption. Electricity and natural gas to the specific plan area are provided by the Southern California Gas Company, and the City of Los Angeles Department of Water and Power. Gasoline and diesel fuel is readily available at gas stations throughout the area. Currently, there are no electrical recharging stations in the plan area.

No significant impacts are anticipated in either the residential or non residential usage that would cause major changes to either of these providers. Calculations made of future electrical demand are within the planned growth parameters of the Los Angeles Department of Water and Power. Similarly, calculations made of future natural gas demand indicate the area can be served without posing any significant impact on the environment.

No unusual or excessive consumption of gasoline is expected. Regional supplies of gasoline will continue to be available. Reduction of gasoline consumption may occur because of the transit oriented nature of the community, and the pedestrian friendly character of the neighborhood plan.

All construction in California is required to conform to Title 24 of the California Regulation Code, as established by the California Energy Commission, regarding energy conservation standards. No additional mitigation measures are required; however, in order to promote energy conservation the neighborhood plan proposes the following measures as appropriate or feasible:

- Developers should consult with the Los Angeles Department of Water and Power and the Southern California Gas Company for assistance with energy conservation design features for major (projects exceeding 40,000sq. Ft.) new projects;
- New non-residential development within the specific plan area should incorporate passive or natural heating or cooling into the design of its building such as: tinted or solar reflective glazing; windowless walls for certain exposures, or passive solar inset of windows; thermal insulation which exceeds state standards; and placement of focus of pedestrian activity within

- sheltered outdoor areas.
- New non-residential development should utilize energy efficient lighting for both interior and exterior lighting.
- All new non-residential development should consider the following energy conservation measures: install occupant-controlled light switches to permit individual adjustment of lighting; install a minimum of one thermostat per floor to allow temperature adjustment; install computer-controlled or timed heating, ventilation and air conditioning (HVAC), and lighting of unoccupied space; install ventilation that uses cooled air that moves through private space into public space into mechanical space; use of built in appliances, refrigerators, etc. that exceed minimum efficiency standards; ensure that buildings are well sealed to prevent air infiltration; for residential development install attic fans, use fluorescent and high-intensity discharge lamps, use natural ventilation wherever possible, and provide for passive and solar heating wherever possible.
- All new commercial development exceeding 100,000 square feet of space should incorporate measures described in the Department of Water and Power Commercial New Construction "Design Advantage" including: consultation with the Department of Water and Power to determine the energy efficiency of new construction; and pursuing financial incentives to pay for the difference in cost for the purchase and installation of energy efficient measures over measures commonly installed or required by Title 24.

CHAPTER VIII. SPECIFIC PLAN ORDINANCE

A. PURPOSE OF THE SPECIFIC PLAN ORDINANCE

The Specific Plan is intended to implement the General Plan. The Broadway/Manchester Specific Plan is enacted through the authority granted to the City of Los Angeles by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Section 65450 et seq.

The Development Standards and land use strategies presented in the Broadway/Manchester Specific Plan amend and augment the land use regulations in the Zone Code section of the Los Angeles Municipal Code. Any topic not specifically covered in the Specific Plan Ordinance shall be subject to the applicable standards of the Los Angeles Municipal Code.

The Specific Plan Ordinance applies to all properties within the Plan area. No construction, modification, addition, placement or installation of any building or structure can occur without being found in conformity with the provisions of the Specific Plan. The provisions of the Specific Plan do not apply to development projects for which a complete application has been received by the appropriate City office as of the effective date of the Specific Plan. However, project applications with entitlements and/or permits that have expired or were denied are covered by the provisions of the Specific Plan.

That being said, the City by itself cannot single handedly accomplish the vision as stated by the community. The community itself must participate in the neighborhoods revitalization, and can use this plan as a blueprint by which to accomplish their vision. The presence of a Community Redevelopment Agency (CRA) project area here allows the City more ability to enable the vision, as the CRA can purchase property and contract with developers, as they are doing in the West Broadway Commercial Center (Subarea E) and the Entertainment Center (Subarea D), but much of the rest of the plan relies on private development for its accomplishment.

B. CEQA

The Broadway/Manchester Transit Oriented Neighborhood Plan, as it's CEQA evaluation, re-adopts the Environmental Impact Reports (EIR 96-0027 and EIR 96-0026) prepared for the South Central/Southeast Los Angeles Community Plan Revision as these EIRs extensively evaluated the environmental impacts generated by the Community Plans which this Neighborhood Plan implements. The Project EIR for the South Central and Southeast Los Angeles Community Plans found that the environmental effects which cannot be mitigated below a level of significance are: Public Facilities - Libraries, Recreation and Park Facilities, Utilities - Solid Waste, Transportation, Air Quality and Noise - Traffic. Notwithstanding that finding, the City Council adopted a Statement of Overriding Consideration.

The Broadway / Manchester Transit Oriented Neighborhood Plan and District Plan Ordinance is a step toward mitigating the Public Facilities - Libraries, the Recreation and Park Facilities, the Transportation, the Air Quality and the Traffic impacts which were found to be unmitigatable.

Therefore, this plan proposes its own Statement of Overriding Considerations based on the fact that adopting this Plan not only is a step toward implementing the Community Plans, the Land Use / Transportation Policy, adopted by both the City Council and the Los Angeles Metropolitan Transportation Agency (MTA) Board in November, 1993, and finally in the General Plan Framework Element, adopted December 11, 1996 and finally in the goals, objectives and policies of the Transportation Element of the General Plan, approved July 24, 1997 by the City Planning Commission and adopted September 8, 1999 by City Council, but helps to mitigate environmental effects found to be unmitigatable in the EIR, and helps stimulate development in an area that will benefit from new development for social economic and cultural reasons.

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Broadway/Manchester Legend

Subarea A

Corresponding Zones

Incentives

Subarea B

Corresponding Zones

Incentives

Subarea C

Corresponding Zones

Incentives

Subarea D

Corresponding Zones

Incentives

Subarea E

Corresponding Zones

Incentives

Subarea F

Corresponding Zones

Incentives

Subarea G

Corresponding Zones

Incentives

Subarea H

Corresponding Zones

Incentives

Subarea I

Corresponding Zones

Incentives

Subarea J

Corresponding Zones

Incentives

Subarea K

Corresponding Zones

Incentives

Subarea L

Corresponding Zones

Incentives

Subarea M

Corresponding Zones

Incentives

West Figueroa Neighborhood Commercial and Mixed Use

[Q]C2-1VL (Q=C4 uses)

The Mixed Use incentive package applies to Subarea A.

East Figueroa Commercial Manufacturing and Incubator Business Center

CM-2D

The incentive for Subarea B is the ability for property owners in this subarea to file for a zone change to a Commercial Manufacturing zone and be granted the change because the request is in conformance with the TOD plan.

Broadway/Grand Low Medium Residential Transitional Area

RD 1.5-1VL

There are no specific incentive for subarea C.

West Broadway Entertainment Center

C2-2D (D=3:1 FAR 6 Stories or 75 foot height)

The incentives for Subarea D are, relief from the requirement of filing a Conditional Use case for a Mini Mall or Commercial Corner Review development proposal, a Floor Area Ratio (FAR) increase from 1.5/1, to 3/1, and a height increase to six Stories or 75 feet.

West Broadway Commercial Center

C2-2D (D=3:1FAR 6 Stories or 75 foot height)

The incentives for Subarea E are, relief from the requirement of filing a Conditional Use case for a Mini Mall or Commercial Corner Review development proposal, a Floor Area Ratio (FAR) increase from 1.5/1, to 3/1, and a height increase to six Stories or 75 feet.

Broadway Neighborhood Retail/Office

[Q]C2-1VL (Q=C4 uses)

The incentives for Subarea F are, relief from the requirement of filing a Conditional Use case for a Mini Mall or Commercial Corner Review development proposal, and the Adaptive Re-use incentive package.

Public Facilities-Library/Park

PF-1

The incentive for Subarea G is relief from the requirement to file a Conditional Use request per Section 12.24 B 8 to permit a library or park.

Medium Density Residential

R3-1 VL D (3 stories and 36 feet height)

The incentive for Subarea H is that properties zoned for a less dense multiple zone may apply for a zone change to R3 and be in conformance with the TOD plan, but there is a maximum developed lot size of two lots or 10,000 square feet to preserve neighborhood scale.

Low/Medium Density Residential

RD 1.5-1XL

There are no specific incentives for Subarea I.

Town Home/Office Mixed Use

R3-1 VL

The incentive for subarea J is the Mixed Use incentive package.

Manchester Greenway

There are no corresponding zones

This subarea designates the urban design streetscape improvements of street trees, stamped patterned crosswalks, bus shelters and decorative banners being implemented through grant funds.

Freeway Arcade

There is no corresponding zone

This subarea designates the "Freeway Arcade" design feature consisting of an arcade to create a sense of pedestrian owned space in a highly automobile dominated environment and to facilitate pedestrian security and create a visual path to the Harbor Freeway Bus Transit Expressway.

Main Street Neighborhood Commercial and Mixed Use

[Q]C2-1 VL (Q=C4 uses)

The incentives for Subarea M are, relief from the Transitional Height requirements, relief from the requirement of filing a Conditional Use case for a Mini Mall or Commercial Corner Review development, and the Mixed Use incentive package.

Definition of Incentives

Transitional Height This incentive refers to Section 12.21.1 A 10 of the Zone Code which requires a height step back from single family residential zones varying between 25, 33 and 61 feet depending on the distance of the development from a single family residential zone. The incentive is that a developer is relieved of that height restriction.

Mixed Use This incentive refers to the regulations which allow incentives when a project combines one or more commercial uses and multiple dwellings in a single building or a unified development rather than a purely commercial project, as described in Section 13.09 of the Zone Code. The incentives include height and Floor area ratio bonuses, parking reductions and certain uses not being counted as floor area for building purposes.

Adaptive Re-Use This incentive refers to the regulations as stated in section 12.22 A 26 of the Zone Code which are designed to relieve developers of the requirement to bring an older building up to current height, floor area, use, parking, loading space and Site Plan Review requirements.

Commercial Corner Review/Mini Mall This incentive refers to the requirement found in section 12.22 A 23 and 12.24 C 56 of the Zone Code which set specific standards and requirements for commercial corner developments. The incentive is that the developer is relieved to these requirements if they comply with the standards found in the "South Central/Southeast Los Angeles Community Design Overlay District Design Guidelines and Standards" Which are attached as an appendix to this plan.

Broadway/Manchester

Transit Oriented District Subarea Map

